

PUBLIC ART & STREETScape INFRASTRUCTURE

DONCASTER HILL

DCP JUSTIFICATIONS SUMMARY REPORT

(APRIL 2003)



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1. Introduction

It is the purpose of this report to provide a background for the proposed streetscape and public art infrastructure anticipated for Doncaster Hill. This report demonstrates the need for infrastructure items to benefit the community at large; as a safety measure, as a means of providing facilities living up to community expectations and as a way to assist in the Hill's beautification and sense of establishing identity.

It is Council's strategic ambition to develop a contemporary and aesthetic urban village by also providing greater diversity with housing types. It seeks the implementation of development infrastructure that respects ecologically sustainable development (ESD) principles and implements progressive urban design. Ultimately it is focused on the provision for a better community lifestyle.

1.1 Background /Context

This report stems from the research conducted for the Doncaster Hill Strategy and the forthcoming implementation of a Development Contribution Plan (DCP) into the Manningham Planning Scheme. The Doncaster Hill Strategy is a comprehensive strategic framework for a sustainable, vibrant and contemporary mixed-use Activity Centre. Its principles are focussed on ESD, diverse housing options and high quality urban design. It anticipates high-density style living that reduces the dependence on the private vehicle and encourages more environmentally friendly forms of movement, including public transport, cycling and walking.

Both a Community Services Infrastructure Justification Report and Transport Infrastructure Justification Report have been compiled to expand the basis of consultant reports in preparation for a DCP. The Streetscape and Public Art Infrastructure as well as Open Space works will compliment and enhance both the transport infrastructure and community infrastructure items. While this report covers all the urban design requirements that are important to the overall master planning for the Doncaster Hill area, some open space items within this report are not subject to development contribution and will be funded from a separate Open Space Contribution fund.

1.2 Role and Purpose of the Development Contribution Plan for Doncaster Hill

In implementing the Doncaster Hill strategy, council has outlined a responsibility to set a plan for the provision of new infrastructure in order to maintain the health and safety of the community and meet current community expectations. The Development Contribution Plan allows for a shared contribution of infrastructure funding within the development sector that provides financial support to Council ¹. Given the strategic nature of this project, the implementation of a DCP provides certainty to the community that infrastructure is provided as close to when it is needed. Importantly, Council is accountable to use the funds collected directly towards community and development infrastructure and thus providing certainty to developers. Furthermore, the amendment process that is required to validate a DCP includes a public consultation period and encourages feedback from different stakeholders in order to achieve a balanced, fair and equitable outcome.

The cost apportionment method has been endorsed based on direction from the DCP Guidelines. The process is consistent with the concept of 'user pays nexus' which sees that a use or development, is deemed to have a nexus with an infrastructure item if the occupants of, or visitors to, the site in question will make use of the infrastructure in question ². The apportioned use has been included in detailed summary sheets in the DCP that overall justify all relevant areas of the infrastructure project items (refer to Doncaster Hill Development Contributions Plan, May 2003). The provision of infrastructure and anticipated costs have been determined by expert consultants, contractors or based on standards used by internal Council departments. The percentage cost apportionment of each item is accounted for within the DCP by the means of a calculation that determines its predicted usage by people living or working in the Doncaster Hill area. It has been determined appropriate to apportion the infrastructure items within this report at a percentage of 70% based on their expected level of usage.

The promotion and administration of a contemporary and sustainable unique urban village can only be a healthy, safe and appealing one with the assistance of development contributions. Infrastructure is necessary to a

¹ Development Contribution Guidelines, Dept. Of Infrastructure May 2003

² Development Contribution Guidelines, Dept. Of Infrastructure May 2003

redevelopment project like Doncaster Hill as it enables the enhancement and addition of infrastructure services and facilities to accommodate an increasing population. Without the implementation of a DCP, the extent and quality of infrastructure would not be to the level that a project of this scale commands.

1.3 Proposed Streetscape and Public Art Infrastructure Subject to Development Contribution Plan Funding

The following is a list of the infrastructure types that are enclosed in this report. Streetscape infrastructure to be included in the Development Contribution Plan includes:

- Street Furniture
- Boulevard Treatments
- Tree Planting
- Lighting

Public Art infrastructure to be included in the Development Contribution Plan includes:

- Iconic Sculpture/Pedestrian Connection
- Doncaster Rd Underpass
- West Doncaster Boulevard

Their strategic justification is included based on supporting documentation that is listed below:

Table 1: Streetscape and Public Art Infrastructure Items for Development Contribution

Infrastructure Item	Supporting Documentation
STREETSCAPE - Street Furniture	
Seats	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
Standard Bins	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003
Recycle Bins	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
Bike Racks	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
Bollards	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
Banners	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
Signage	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
Drink Fountains	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
Weather Protection at Intersections	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
STREETSCAPE - Boulevard Treatment	
Paving - Doncaster Rd	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
Paving - Williamsons/Tram Roads	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
Trees - Doncaster Rd	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
Trees - Williamsons/Tram Roads	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
Tree Grates	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003

	Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
Nature Strips – Grass	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
STREETSCAPE - Other Tree Planting	
Side Streets	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
Westfield Dve/Roseville St	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
Central Medians	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
STREETSCAPE - Lighting	
Doncaster Road	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
Tram Rd/Williamsons Rd	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
Undergrounding of lighting in side streets	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
Uplights to historic buildings	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
Pedestrian lighting along Boulevard	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
STREETSCAPE - Urban Spaces	
Upgrade of Doncaster Primary School frontage	Doncaster Hill Public Art Master Plan, Brecknock consulting, February 2003 Doncaster Hill Urban Master Plan: Part A Urban Plazas and Parks Doncaster Hill Urban Master Plan: Part B Streetscape Treatments Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003

PUBLIC ART	
Doncaster Rd Underpass - Wall Treatments & Lighting	Doncaster Hill Public Art Master Plan, Brecknock consulting, February 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
West Doncaster Boulevard	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003
Doncaster Rd/Williamsons Rd/Tram Rd - Iconic Pedestrian Sculpture	Doncaster Hill Urban Master Plan: Part B Streetscape Treatment Draft, January 2003 Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003 Doncaster Hill Public Art Master Plan, Brecknock consulting, February 2003
Feature fencing as part of upgrade of Doncaster Primary School frontage	Doncaster Hill Public Art Master Plan, Brecknock consulting, February 2003 Doncaster Hill Urban Master Plan: Part A Urban Plazas and Parks Doncaster Hill Pedestrian & Cycling Plan Draft, February 2003

2. Strategic Planning Framework

2.1 State Planning Policy Framework

Clause 19.03 Design and Built Form seeks to achieve high quality urban design that:

- Reflects the particular characteristics, aspirations and cultural identity of the community
- Enhances liveability, diversity, amenity and safety of the public realm

This policy encompasses the public realm; landmark, views and vistas; pedestrian spaces; consolidation of sites and empty sites; light and shade; energy and resource efficiency; architectural quality and landscape architecture. These have and will continue to be heavily promoted in the administration of the urban design principles within the Doncaster Hill Strategy.

2.1.1 Rescode

The urban design objectives for Doncaster Hill are respectful of the neighbourhood character and amenity principles.

'Neighbourhood character is about its sense of place and community meaning'.³ Neighbourhood character is the integration of private and public buildings and spaces and their relationship with the surrounding infrastructure. The establishment of a high-level of neighbourhood character within the Doncaster Hill Activity Centre is heavily sought based on the principles of community connectedness, sustainability, aesthetic streetscape design, landmark public art and contemporary building design and form. Neighbourhood character is a celebration of the formation of the area and its guidelines have been used to establish the objectives pursued for Doncaster Hill.

'Amenity is about the pleasantness and good functioning of an area'.⁴ It relates to neighbourhood character however is more focused on the physical or material comfort as opposed to the urban landscape. Amenity enhances the attractiveness or liveability of an area by having respect for issues that include overlooking, overshadowing and solar access. Amenity impacts were strongly considered in the process of approving Doncaster Hill planning applications

2.1.2 Melbourne 2030

Melbourne's Metropolitan Strategy, Melbourne 2030, recognises Doncaster Hill as a Principal Activity Centre and identifies it for priority government investment and support. It is the role of the Activity Centre to meet social, economic and environmental integrated performance criteria as documented in Melbourne 2030. One of the major items relative to the streetscape initiatives to be endorsed into Doncaster Hill are the State government's objectives for the incorporation of 'good urban design' and the 'protection of public open space'⁵.

The policies that are directly relevant to the outcome for Doncaster Hill are:

- Direction 1, 'A more compact city',
- Direction 5, 'A great place to be'
- Direction 6, 'A fairer city'
- Direction 7, 'A greener city'
- Direction 8, 'Better transport links'

While Direction 1 identifies Doncaster Hill as a Principal Activity Centre it is particularly Direction 5 that concentrates and bases its policy direction around the notion of making the environment a more liveable one. In particular, this direction has a strong significance to the streetscape and public art infrastructure objectives that appear within the Development Contribution Plan. The infrastructure items are consistent with initiatives to increase public safety, to develop a distinct aesthetic image through public art, adopt sustainable methods of transportation and building design while overall creating neighbourhoods of integrated and interconnected communities through the provision of a more attractive, inviting urban landscape.

2.1.3 Pride of Place Program

The Pride of Place Program revolves around the celebration of local pride. It aims to enhance liveability, diversity, amenity and safety by:

- engaging the community throughout the framework process
- improving competitive advantage and economic performance through urban design initiatives
- improving and promote the physical attractiveness, quality and sustainability of Victoria's public places
- reinforcing local heritage and reflect the aspirations and cultural identity of the community
- stimulating further investment opportunities⁶

³ Understanding Neighbourhood Character, Dept. of Infrastructure

⁴ Understanding Neighbourhood Character, Dept. of Infrastructure

⁵ Planning For Sustainable Growth - Melbourne 2030, Dept. of Infrastructure October 2002

⁶ Victoria's Urban Design Project - Pride of Place Program, Dept. Of Infrastructure May 2003

This program seeks to assist Council to work 'with their communities to create vital, economically sustainable, attractive and safe local activity centres' promoting consultation with the community for strategic urban design projects.⁷

The construction of a high quality urban space in front of Doncaster Primary School will feature new fencing. While recognising its heritage status within Doncaster Hill, it will integrate public art and celebrate the importance of public place. This project has been submitted for Pride of Place funding and is awaiting the outcome from the Pride of Place Panel. A total of three Manningham projects were submitted, they included the first stage of tree planting and a design featuring development of public realm.

2.2. Local Planning Policy Framework

Relative to urban design infrastructure are the following Clauses located in the Manningham Municipal Strategic Statement (MSS).

Clause 21.05 Urban Design: 'To encourage a variety of built form which reflect different uses within a development' and 'to achieve development along Doncaster Rd so that a distinctive boulevard edge is created'

Clause 21.06 Streetscapes: 'To ensure that new development makes a positive contribution to streetscapes'

Clause 21.10 Open Space: 'To protect and enhance open space assets of special importance to the environmental, cultural, leisure and sporting development of the municipality' and 'to provide comprehensive pedestrian, bike and trail networks'.

2.2.1 Corporate Plan and the Manningham Vision

The Corporate Plan is Council's framework for strategic projects that are to be undertaken over the next three years. The Plan identifies a range of objectives and strategies that Council will implement in providing services, facilities and programs to the community. The Corporate Plan is one of the major mechanisms of accountability, as Council is required to report on Corporate Plan achievements and outcomes on an annual basis to both the community and the State Government.

The Corporate Plan contains the following objectives:

- Objective 1 – Encourage and promote community connectedness and belonging
- Objective 2 – Provide and encourage a safe, healthy and accessible city
- Objective 3 – Improve the quality of the building and streetscapes of Manningham
- Objective 4 – Protect, maintain and enhance the natural environment of Manningham
- Objective 5 – Encourage participation and involvement in recreation, recognising the benefits this brings to community and individual wellbeing
- Objective 6 – Provide a range of community services and facilities to meet the needs of the people of Manningham
- Objective 7 – Ensure the protection of Council assets and the sustainable use of resources
- Objective 8 – Foster vibrant and prosperous business
- Objective 9 – Value and protect the cultural heritage of Manningham
- Objective 10 - Improve the capability and performance of Manningham City Council

While urban design has its own influence on most areas, Objective 3, directly addresses the vision for Doncaster Hill. The Corporate Plan is committed to enhancing 'the appearance, quality and urban design' of the Doncaster Hill Activity Centre⁸. It is expected to 'encourage and promote community connectedness and belonging' and seeks to integrate residential living within a vibrant, accessible and convenient mix of retail, entertainment and business. This gives great ground support to the Doncaster Hill project⁹.

2.2.2 Doncaster Hill Strategy: Part D – Urban Design Requirements

⁷ Victoria's Urban Design Project - Pride of Place Program, Dept. Of Infrastructure May 2003

⁸ Future Manningham – Our Corporate Plan 2002-2005

⁹ Future Manningham – Our Corporate Plan 2002-2005

The Doncaster Hill Strategy is divided into 4 parts; the Vision, Strategic Context and Objectives; Development Application Requirements; Ecologically Sustainable Development Requirements and Urban Design Requirements. Part D – Urban Design Requirements aims to identify and locate appropriate uses by highlighting precinct specific objectives that will underpin the particular qualities and opportunities afforded by different areas. It examines building height, building setbacks, contemporary design, wind assessment, gateways and boulevard character. It sets guidelines for landscape and, signage and display, as well as setting a direction for public opportunities such as open space and public art. The precinct specific set of recommendations that detail urban objectives and guidelines provide a descriptive and visionary account of the future land-use. Precinct specific guidelines that are incorporated into the design considerations are built form, boulevard character, active street frontage, heritage, pedestrian links, vistas, car parking, open space, landscape and safety. The overall aim is to set an urban design benchmark and encourage progressive building and streetscape development practices.

3. Doncaster Hill Studies

3.1 Doncaster Hill Urban Master Plan: Part A Parks and Plazas, January 2003

Part A of the Urban Master Plan discusses the site-specific urban design objectives that includes integrating open space with public art to form vibrant, civic spaces. Urban parks and plazas that create appeal due to their balance between natural features, recreational opportunities and other passive pursuits are strongly recommended with the integration of unique artworks and sculptures to increase the presence and atmosphere.

3.2 Doncaster Hill Urban Master Plan: Part B Streetscape Treatments Draft, January 2003

Part B of the Urban Master Plan addresses the more boulevard specific intentions that include the addition of street furniture, the installation of lighting and the planting of trees along main roads and local streets to contribute to tree-lined streetscapes. The incorporation of urban design will assist in the overall beautification of the area and assist in creating a safer, more inviting area for all to enjoy.

3.3 Doncaster Hill Public Art Master Plan, January 2003

The report establishes the contemporary public art opportunities for Doncaster Hill. It makes recommendations for site-specific artwork and associated funding. It promotes the adoption of artwork that sets a benchmark, recognises the uniqueness of the area and explores the desires of the local community. The Master Plan recommends the endorsement of a Public Art Advisory Panel that would advise on all artwork commissioned in Manningham.

3.4 Doncaster Hill Pedestrian and Cycling Plan Draft, February 2003

The Doncaster Hill Pedestrian and Cycling Plan explore infrastructure that encourages walking and cycling within Doncaster Hill. It suggests the upgrade of pedestrian facilities on the main roads in the area including the endorsement of boulevard treatments along Doncaster Road. It promotes shared paths to assist with the integration of all precincts to enhance the area's amenity, assist community safety and create linkages to key pockets of open space.

3.5 Community Consultation

In December 2002 two community workshops were held to discuss the question of Social Sustainability. In total fifty-four residents attended the two sessions held on 2 and 5 December 2002.

Urban design themes that emerged in the small group discussions included:

- Improving access for pedestrians throughout Doncaster Hill;
- Ensuring there is adequate shelter, security and comfort for residents and visitors;
- Importance of and suggestions for improvement to current services e.g. Shoppingtown, library, sporting facilities;
- Providing all age groups with a range of opportunities for active and passive activity and general entertainment;
- Providing a range of meeting spaces for a variety of purposes and groups including youth, older people, families and people from culturally diverse backgrounds;
- Maintaining green and open space;
- Promoting heritage and cultural elements;¹⁰

¹⁰ Community Services Infrastructure Justification Report, Manningham City Council February 2003

The information gathered from the community consultations supports Council's investigations to provide desirable yet appropriate streetscape and public art development infrastructure.

4. Infrastructure Projects

Doncaster Hill Urban Master Plan: Part A Parks and Plazas

The following items appear in order relative to their locality in terms of Doncaster Hill precinct. The Doncaster Hill area has been divided into eight precincts to assist in the formation of guidelines. In terms of urban design, it has helped direct certain design formation and orientated urban uniqueness to assist in the overall objective for the specifications of that precinct. Reservation for an urban park or plaza has been identified for enhancement or creation in each of the four main quadrants around the main intersection of Doncaster Hill.

4.1. Precinct 1a Civic Space

The preservation of cultural complexes and celebrating Doncaster's heritage are important components to the Doncaster Hill project. Retaining these civic and educational facilities however can be incorporated with plans to capitalise on a current under used area of open space. This pocket of Council owned land would provide the community with a much-needed civic space as a place of recreation and leisure and to socialise in by integrating with proposed amenities, and importantly provides a civic hub for the Doncaster Hill area. Such an area is necessary as a focus in facilitating the additional population who will make residence. It is necessary also to provide a primary meeting place for civic, educational and cultural events and thus assisting in strengthening the 'links between land-use planning and cultural planning'¹¹

4.1.1 Precinct 1b Primary School Fence

As the recommendations for the Fence and accompanying frontage are also included in the Doncaster Hill Public Art Master Plan, please refer to section 4.3.3 - Doncaster Primary School Fence of this report.

4.1.2 Precinct 1c Underpass in Doncaster Road

As the recommendations for the Underpass are included in the Doncaster Hill Public Art Master Plan, please refer to section 4.3 - Doncaster Road Underpass - Wall Treatments & Lighting of this report.

4.1.3 Precinct 2a Church of Christ Site

In creating a vibrant urban village, Doncaster Hill is promoting more social interaction and utilisation of public spaces. Promoting additional developments within the vicinity of cultural facilities must respect the historic site and thus its protection of a heritage overlay which applies paint and internal controls. Melbourne 2030 promotes 'cultural planning to encourage and support local cultural activity and identity'¹². The addition of a canopy or arbour within a proposed open space adjoining the church provides a sheltered, social meeting place that makes the outdoors more inviting to all.

4.1.4 Precinct 2b New Park Space

This parcel of space is necessary for acquisition based on open space requirements for those who reside in this area of Doncaster Hill. The provision of a greater supply of open space provides the opportunity to integrate the Hill's village atmosphere with places of recline, while increasing the access points, to and from both environments. Melbourne 2030 pays 'particular attention to urban design aspects such as open space potential'¹³ thus promoting the benefits of open space allowances and capitalisation on unique landforms that can integrate high-density living with public space.

4.1.5 Precinct 3 Urban Plaza

The main promotion of this plaza is its key linkage between residential and commercial uses. It is therefore proposed to form pathways that will require measures, which improve safety and promote use. It is recommended within

¹¹ Melbourne 2030 (Policy 5.2) – Planning for Sustainable Growth, October 2002

¹² Melbourne 2030 (Initiative 5.2.3) – Planning for Sustainable Growth, October 2002

¹³ Melbourne 2030 (Policy 5.1) – Planning for Sustainable Growth, October 2002

Melbourne 2030 that 'initiatives undertaken will provide safer walking and cycling routes and improve safety for people accessing and using public transport'¹⁴.

4.1.6 Precinct 4a Westfield Plaza Space

The integration of external public open space within a large retail facility like Doncaster Shoppingtown is a community expectation. Under section No. 173, Manningham Council has entered an agreement with the Westfield Corporation that sets this provision as a condition.

4.1.7 Precinct 4b Saxon Reserve

This existing section of open space requires revitalisation with new playground equipment and imaginative landscaping. Better linkages that will create safer and more accessible routes to Doncaster Shoppingtown and the surrounding neighbourhood are required. This project is consistent with Melbourne 2030's objective to improve and protect the quality and distribution of urban public open space for future generations¹⁵.

4.1.8 Precinct 5a Urban Plaza

Given the surrounding high-density style living, open space is necessary to provide a plaza that can be utilised by a diverse array of the population. This particular location is selected based on its unique views of the city skyline and should be appreciated by as many people as possible. High-quality design is promoted to encourage use, and is an expectation of Melbourne 2030, for both 'private and public buildings and spaces'¹⁶(Policy 5.1)

4.1.9 Precinct 5b Lawford Reserve

'The built environment can make a considerable contribution to safety and perceptions of safety, through the design of buildings and public spaces and the mix of activities therein'¹⁷ and this is the objective with the identification and enhancement of this reserve. Additional recreation and leisure opportunities are necessary to provide for social and community needs in close proximity to high-density living.

4.1.10 Precinct 6 & 7 West Doncaster Boulevard

As the recommendations for the West Doncaster Boulevard are included in the Doncaster Hill Public Art Master Plan, please refer to section 4.3.1 - West Doncaster Boulevard of this report.

4.1.11 Precinct 7a Carrawatha Reserve

The rejuvenation of this reserve is necessary as it is currently under utilised. This small pocket has the potential to accommodate play equipment and unique artworks that will create intrigue and interest to this site. Initiative 5.6.4 of Melbourne 2030 encourages 'developing strategies to maximise the open space and conservation potential of neglected or under-used areas'. It is therefore anticipated to increase the usage of this site for greater public usage.

4.1.12 Precinct 8 Doncaster Rd & Williamsons Rd Pedestrian Intersection

As the recommendations for the Pedestrian Intersection are included in the Doncaster Hill Public Art Master Plan, please refer to section 4.3.2 - Iconic Pedestrian Sculpture of this report.

Doncaster Hill Urban Master Plan: Part B Streetscape Treatments

Urban streetscape treatments apply to the main road corridors and local streets throughout Doncaster Hill. It is difficult to specify the exact locality of such treatments and therefore this section details the requirement of infrastructure by classification type.

Streetscape infrastructure is integral in providing safe, pleasant and accessible links between different land uses. The establishment and design of built form contributes to and 'can foster or discourage interaction and participation in civic life'¹⁸. For an area like Doncaster Hill, it is important that sufficient streetscape infrastructure is provided to meet long-term community expectation. It is the vision of Doncaster Hill to assist in community connectedness and

¹⁴ Melbourne 2030 (Initiative 5.3) – Planning for Sustainable Growth, October 2002

¹⁵ Melbourne 2030 (Policy 5.6) – Planning for Sustainable Growth, October 2002

¹⁶ Melbourne 2030 (Policy 5.1) – Planning for Sustainable Growth, October 2002

¹⁷ Melbourne 2030 (Policy 5.3) – Planning for Sustainable Growth, October 2002

¹⁸ Melbourne 2030 (Policy 5.1) – Planning for Sustainable Growth, October 2002

Council sees this project as a major opportunity to restore social integration with public places. Therefore, the provision of street furniture, tree planting, extra lighting and the formation of urban boulevards provide a safe, attractive, physical environment on Doncaster Hill.

4.2 Street Furniture

The street furniture items are strongly recommended in order to create a higher level of contemporary appeal in contributing to the formation of a vibrant, attractive, social scene for residents, local employees and visitors. The furniture items are comprised of recyclable materials and meet progressive ESD guidelines. This initiative is consistent with Initiative 5.1.1 of Melbourne 2030, to 'provide leadership in sustainable urban design'. However urban design is not solely beneficial for aesthetic reasons, it 'is also important in creating safe, walkable and attractive environments, which will make using public transport more attractive'¹⁹. This can be facilitated by the integration of urban design with land-use and transport planning which is a further initiative of this policy (Initiative 5.1.5). Street furniture by way of comfortable, well-located seating promotes social interaction, litter bins for obvious health factors, bollards for traffic and pedestrian safety and bike racks encourage more sustainable methods of transportation through bicycle use. The overall objective is to attract a vibrant, social scene that attracts residents, local employees and visitors to the boulevard. The provision of street furniture item numbers exceed normal Council provision due to the expectation this will be a high-use area.

In terms of signage and banners, these devices act as information by way of educating the community. They provide visual stimulants and contribute in a tasteful manner to the character of the area.

Drink fountains and weather protection facilities are consistent with Council's set guidelines on such provision and will also appear in above average quantities due to the increased promotion of cycling, pedestrianisation and further encouragement of public transport usage.

4.2.1 Boulevard Treatment

The purpose of creating boulevards is to 'establish a high-quality pedestrian-oriented street environment that is visually interesting, comprehensive, varied and well-connected'²⁰

This includes paving which provides a safer and more pleasurable experience as well as being a general expectation from the community. Particularly it addresses 'the needs of all users, including those with disabilities'²¹.

The Urban Design Guidelines within Melbourne 2030 recommend the consideration of 'the whole life of any planned development and design appropriately for location, functions, local climate and terrain'²².

Tree Planting is essential to the formation of a boulevard and to the attractiveness of an area. The image of a boulevard includes it being tree-lined and landscaped and further enhanced with provisions for tree grates and nature strips. It is also consistent with environmental objectives.

Lighting is essential to safety and with increased pedestrianisation and cycling it is not only standard provision but pivotal in attracting a great utilisation of the streetscape. ESD lighting will be incorporated where possible and it is foreseen, due to the scale and nature of this project, that lighting designs be innovative to further enhance the appeal of the village atmosphere.

4.2.2 Urban Spaces

The Doncaster Primary School Frontage is the only item of urban space that is also included in Part B; Streetscape Treatments (all others are enclosed in Part A: Urban Plazas and Parks). For further information refer to Section 4.3.3 - Doncaster Primary School fence

Doncaster Hill Public Art Master Plan

Public Art will play an important role in celebrating the most intrinsic spaces throughout Doncaster Hill. In order to transform the Doncaster Hill Activity Centre into a vibrant and appealing urban village, artwork that is contemporary,

¹⁹ Melbourne 2030 (Policy 5.1) – Planning for Sustainable Growth, October 2002

²⁰ Melbourne 2030 (Policy 5.1) – Planning for Sustainable Growth, October 2002

²¹ Melbourne 2030 (Policy 5.1) – Planning for Sustainable Growth, October 2002

²² Melbourne 2030 (Policy 5.1) – Planning for Sustainable Growth, October 2002

aesthetic and reflective of the boulevard and streetscape environments will be pursued. Acknowledgement of cultural and artistic opportunities that represent and reflect the public realm will be supported. Melbourne 2030 makes the recommendation to 'incorporate public art where possible' due to its capacity to celebrate the community's relationship with the local area²³. Initiative 6.4.3 to 'promote the arts and culture by using professional artists and craftspeople wherever feasible to work on public projects – including government projects – and express artistic and community values' will be endorsed to achieve cultural objectives.

4.3 Doncaster Road Underpass - Wall Treatments & Lighting

Improving the linkage between Precinct 2, with Precinct 1 and 3, to create a pedestrian environment is essential. The underpass is located in the middle of the Doncaster Hill Activity Centre and has enormous potential but is currently under utilised due to its poor, existing condition. With improved amenity, however, it should contribute to increasing 'public transport, walking and cycling into the heart of an area, and as close as possible to meeting areas and public spaces'²⁴. Necessary works such as increased lighting and an updated, rejuvenated appearance would contribute to a safer, brighter and more appealing environment.

4.3.1 West Doncaster Boulevard

The West Doncaster Boulevard is seen as the gateway entry point into Doncaster Hill. Therefore, it is important that it is well light and creates a sense of place and attraction. The increased and decorative lighting will assist this vision particularly of an evening for safety and amenity reasons. The lighting also increases visibility of linkages to pockets of open space with mechanisms to direct pedestrians to utilise these reserves. Paving and sculptural markers assist in educating the community that areas exist for members of the community who may prefer a more peaceful setting. Their appearance contributes to the overall contemporary urban design objective and is consistent with Policy 5.1 Urban Design Guidelines, 'incorporate public art where possible'.

4.3.2 Iconic Pedestrian Sculpture

The major traffic intersection at the corner of Doncaster/ Williamsons Rd and Trams Rd is pedestrian problematic. To create safe and accessible linkages between all eight precincts it is necessary for a pathway network to be formed to establish a safe method of pedestrian movement. In order to utilise the unique characteristics of the landform, it is envisaged to integrate this requirement with fine urban design and create an iconic landmark that services as a pedestrian overpass. This concept is endorsed by Melbourne 2030 who promote recognising 'image and function through landmarks, skyline, hierarchy and marked edges and gateways'²⁵. Such a proposal will service the community, increase the vitality of the area, form a prestigious landmark, assist in attracting further private investment and overall 'develop a strong cultural environment'²⁶. The final design will be sought by a competition that will seek community involvement and express the values, needs and aspirations of groups in the community for whom the place is being designed²⁷.

4.3.3 Doncaster Primary School fence

The upgrade of the Primary School fence is significant because it integrates elements of open space with the overall streetscape environment. The replacement of the existing fence and development of an inviting frontage is necessary to retain the essential safety and security measures for primary children of Doncaster P.S while integrating the complex within the proposed land uses for Doncaster Hill. It is recognised for its integral and intrinsic contribution to the urban village with a nomination for Pride of Place funding. Importantly, it is consistent with Melbourne 2030's attempts to 'foster natural surveillance by providing buildings with 'active' ground floors and orient these to streets, squares and parks'²⁸.

²³ Melbourne 2030 (Policy 5.1) – Planning for Sustainable Growth, October 2002

²⁴ Melbourne 2030 (Policy 5.1) – Planning for Sustainable Growth, October 2002

²⁵ Melbourne 2030 (Policy 5.1) – Planning for Sustainable Growth, October 2002

²⁶ Melbourne 2030 (Policy 6.4) – Planning for Sustainable Growth, October 2002

²⁷ Melbourne 2030 (Policy 5.1) – Planning for Sustainable Growth, October 2002

²⁸ Melbourne 2030 (Policy 5.1) – Planning for Sustainable Growth, October 2002

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Appendix 1

Melbourne 2030– Planning for Sustainable Growth – Policy 5.1 Principles for development of urban design guidelines

<p>Principles for development of urban design guidelines</p> <p>Design for community safety</p> <ul style="list-style-type: none"> ▪ clearly define the difference and boundary between public and private space ▪ foster natural surveillance by providing buildings with 'active' ground floors and orient these to streets, squares and parks ▪ bring together the main lines of movement to concentrate activity, and mix uses to increase the intensity and duration of activity ▪ provide clear open lines of sight, clearly identify entry and exit points, and provide alternative means of exit ▪ provide good lighting and visibility to create an environment that helps people to find their way easily 	<p>Provide quality built form</p> <ul style="list-style-type: none"> ▪ by adopting high design standards, create developments that add to the quality of the area and provide a high standard of amenity for all users <p>Design for accessibility and inclusiveness</p> <ul style="list-style-type: none"> ▪ address the needs of all users, including those with disabilities ▪ direct public transport, walking and cycling into the heart of an area, and as close as possible to meeting areas and public spaces ▪ ensure that new development is of suitable scale to encourage interaction and participation, and also to allow for retreat and individual activity ▪ establish a high-quality pedestrian-oriented street environment that is visually interesting, comprehensive, varied and well-connected
<p>Design for diversity and choice</p> <ul style="list-style-type: none"> ▪ reinforce differences between places by highlighting and celebrating unique qualities ▪ respond to context, in particular, underlying landscape character, cultural heritage, 	<p>Design for sustainability</p> <ul style="list-style-type: none"> ▪ consider the whole life of any planned development and design appropriately for location, functions, local climate and terrain

form, ecology and habitat

Relate the built environment to community and culture

- seek community involvement and express the values, needs and aspirations of groups in the community for whom the place is being designed
 - indicate image and function through landmarks, skyline, hierarchy and marked edges and gateways
 - incorporate public art where possible
- use resources efficiently, minimise waste and use environmentally benign materials in construction, operation and maintenance to promote the health of construction workers and occupants
 - use renewable energy where possible and aim for energy efficiency
 - adopt water-sensitive design by means such as encouraging rainwater collection and using as many permeable surfaces as possible
 - design and construct buildings that are flexible enough to accommodate a range of uses over time
 - design for reduction and abatement of noise.